

REMARKS

Claim 4 has been amended so as to include prior claim 18, and then revised for increased clarity. Conforming changes have been made to the other claims.

The prior rejection of claims 4, 7-11 and 14-16 under 35 U.S.C. 102 over Staser has been rendered moot by the amendments. Staser does not teach or suggest a vehicle lock.

Claims 12, 13, 17, and 18 were previously rejected under 35 U.S.C. 103 over Staser in view of the German patent to Hopper. Also, claims 19 and 20 were previously rejected under 35 U.S.C. 103 over Staser in view of Hopper and Manuel. Both of these rejections are respectfully traversed.

The present invention relates to a power window device for raising and lowering the window which is fitted on the lock of the motor vehicle door. The assembly comprises a vehicle door including an inner panel having opposed vertical disposed edges, a vehicle lock, a window pane, a pair of pulleys, a window pane drive mechanism which moves the window pane between positions and a pair of rails disposed on opposite edges of the inner panel to guide the window pane as it is moved by the window drive mechanism. The window pane drive mechanism consists of a motor, the two pulleys, a drive cable which traverses only two pulleys and optionally, a

gear assembly, and is interconnected to the vehicle lock. The claimed assembly is not suggested by the prior art.

The Staser reference relates to an integrated roller cable assembly for an automotive vehicle door. In the construction of this reference, a window pane 10 is moved by an assembly composed of a vertical guide rail 18 supported by the automotive door, a bracket assembly 16 which is moved vertically on guide rail 18 by a cable 20 whose ends are attached to the bracket 16 with the cable guided over three rollers 22, 24 and 26 so as to run in a triangular loop. Rollers 22 and 24 are guide rollers that are part of an upper and lower roller assembly 28 and 32 disposed at the top and bottom of guide rail 18. The third roller 26 is a drive roller that is supported on the vehicle door 12 in a housing 31 driven by an electric motor 32. See, e.g. column 2, lines 25 through 43. Guide rail 18 is unique and an essential part of the Staser mechanism which drives the window pane up and down. It is positioned in the middle of the window pane between rails 14. As the Examiner has recognized, there is no teaching or suggestion of a vehicle lock in this reference.

The German patent to Hopper does not cure the basic deficiencies in Staser. It has been cited only to show a lock assembly interconnected to a drive mechanism. It is respectfully submitted not to be obvious to a person skilled in the art how to provide the Staser assembly interconnected with the lock assembly taught by Hopper. Staser's

assembly is, as shown in Figure 1 of that patent, disposed centrally and spaced apart from rails 14 whereas in Hopper, the drive mechanism for the window raising mechanism and the raising mechanism itself is fixed on a support element near the single rail guide or a vertical extension of it. The proposed alteration of Staser's assembly which has been advanced in the rejection is a major change for which there is no suggestion in either of the references. There is also no motivation apparent to make the combination proposed in the Office Action. The statement in the Office Action that providing a lock interconnected to a drive mechanism to allow all working parts to be attached together and installed as a single unit is respectfully submitted to be an after-the-fact attempt at a justification not suggested by the references and also constitutes speculation. It also takes the statements about simplification in the present application and uses them as a template, which is not proper.

The Advisory Action asserts the claims as then proposed to be amended "read" on the art of record. As pointed out above, such "reading" is the result of a hindsight reconstruction and combination of references. Neither reference suggests the modification required nor motivates the skilled person to make such changes.

With respect to claim 7 in this application, it is again respectfully submitted that the Staser pulleys do not have a shaft mounted to the inner panel of the vehicle door. Staser's roller assemblies 28 and 30 are held by guide rail 18. The Office Action

responds that the pulleys are indirectly connected to the panel. The tires of a vehicle may be "connected" to the roof but they are not "mounted to" the roof. Similarly, claim 7 calls for the pulleys to be "mounted to" the panel, not merely somehow connected to it.

The Manuel reference has been cited to show springs. As such, it does not serve to cure the basic deficiencies in the rest of the combination. Moreover, there is nothing in either Staser or Hopper to suggest tensioning is needed or desired. Still further, the very complicated arrangement in Manuel which includes springs would introduce a level of complexity into the combination which is directly contrary to the simplicity sought in the claimed invention.

In light of the foregoing differences, it is respectfully submitted that the rejection should be withdrawn and all pending claims are in condition to be allowed. Accordingly, the early issuance of a Notice of Allowance is respectfully solicited.

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Respectfully submitted,

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